

To-day's
Advertisements.

LODGE ST. JOHN, 6th, S.C.

NOTICE is hereby given that the usual MONTHLY REGULAR MEETING of the above Lodge will be held in the MASONIC HALL, Zealand Street, TO-NIGHT, the 12th instant, at 8 for 8.30 p.m. precisely. All Visiting Brethren will be welcome.
Hongkong, 12th October, 1899. [1296a]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$18 per Share for the year 1898, equivalent to 36% on the Paid-up Capital of \$50 per Share, has been Declared.
WARRANTS will be issued on the 13th October.
By Order of the Board, DOUGLAS JONES, Secretary.
Hongkong, 12th October, 1899. [1296a]

NOTICE.

THE FOURTH GYMNASIA MEETING of this Season will be held at HAPPY VALLEY, RACE COURSE, on SATURDAY, the 14th October, 1899. Weather permitting.
Hongkong, 12th October, 1899. [1297a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship "DIAMANTE," Captain Taylor, will be despatched for the above port, TO-MORROW, the 13th instant, at 4 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 12th October, 1899. [1296a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship.

"HAIKUN," Captain Davis, will be despatched for the above port, on SUNDAY, the 13th instant, at Daylight.
For Freight or Passage, apply to DOUGLAS STEAMSHIP CO., General Managers.
Hongkong, 12th October, 1899. [1296a]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SANUKI MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.
Goods not cleared by the 18th instant, will be subject to rent.
All ship-damaged packages must be left in the Godowns where they will be examined on WEDNESDAY, the 18th instant, and SATURDAY, the 21st instant, both days at 10 A.M., upon notice of such damage being sent in beforehand to this office.
All claims must reach the undersigned before the 21st instant, or they will not be recognised.
No Fire Insurance has been effected.
NIPPON YUSEN KAISHA.
Hongkong, 12th October, 1899. [1296a]

Intimation.

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

B. ST. ESTEPHE, Red Capsule, \$ 6.66 7.56
C. ST. JULIEN, Red Capsule, 9.00 9.60
D. LA ROSE, Red Capsule, 12.96 13.92
CHATEAU HAUT BRION LAR- RIVET 18.60 19.20
CHATEAU MOUTON D'ARMAIL- HAOE 21.00 22.20
CHATEAU PONTET CANET 25.00
CHATEAU LA TOUR CARNET, 30.00
CHATEAU RAOUZAN 42.00
CHATEAU LAFITE 48.00

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAOUZAN and CHATEAU LAFITE are recommended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited.

DEATH.
At Lawag, Kinabatangan River, on 5th Sept., J. C. G. WHITLEY, Superintendent of Telegraphs and Telephones, British North Borneo.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 12, 1899.

NOTES AND COMMENTS.

QUESTIONS.

A perusal of the reports of the Hongkong Legislative Council meetings cannot but serve to impress the reader with the great pains so frequently taken to draft the reply to a question in such a manner that while it cannot be said that the query remains unanswered yet the information required is skillfully withheld. This is doubtless to be accounted for by the fact that fully fifty per cent. of questions put are with regard to matters which, in the opinion of the public, have gone wrong and against which the public require an explanation. No man as a rule cares to admit that he is in the wrong, and it is but natural that the officials should do their best to put matters in as favourable a light as possible for themselves, but still official reticence and official evasions of the point at issue are apt to grow wearying, and it is small wonder that the "unofficial" members, with one exception, appear to have grown tired of being repeatedly put off and so allow matters to jog along without question unless something of a most pressing nature turns up.

THE POLICING OF THE NEW TERRITORY.

The first question put at yesterday's Council Meeting, ancient the estimate for policing the New Territory, required a specific answer as to whether or no the Captain Superintendent of Police was satisfied that the original estimate of \$33,223 would be adequate. In his reply the Colonial Secretary stated that the estimate was made by himself and that the Captain Superintendent was not responsible for it. In short he takes the whole blame of the inadequacy of the estimate upon himself, but, at the same time gives no answer to the direct question as to whether the Captain Superintendent was satisfied with it. What then are the public to understand by this answer? It may mean that the Police Official was not consulted in the matter as he should have been, or that he was consulted and disapproved of the estimate but was overruled. We are still without any idea as to what the Captain Superintendent thought or thinks of the matter and, apparently only a fresh question can clear up the doubt, if, of course, a plain and non-evasive answer could be depended upon.

HIS EXCELLENCY ON THE PLAGUE.

We thoroughly agree with His Excellency the Governor that no expenditure within the means of the Colony would be too great to secure the eradication of the plague. We have frequently pointed out that it is a serious menace to the trade of the Colony and that the sooner its annual recurrence can be prevented the better it will be for everyone. One passage in His Excellency's speech strikes us as particularly significant. He says, that the plague "has lingered here rather longer than in other cities of South China." That is to say that Hongkong must be a more favourable breeding ground for the disease than even Canton with its lack of sanitary arrangements, and it does not speak well for our boasted civilization. There can be no doubt that the plague is cleaner than Canton, but apparently that does not prevent the plague from obtaining a firmer foothold here. The question is in what manner does Hongkong differ from the other cities of South China and the answer is apparent at a glance. The dwellings of Hongkong are higher and contain more floors than those in the other cities, and hence it is but reasonable to suppose that Hongkong is more crowded. Take a walk through the Chinese quarters of the town where the plague lurks and it will be seen that the houses are usually built three or four stories in height. That is to say the power ones are, the older ones seldom exceeding a couple of stories. In the old days before these many-floored dwellings were erected we were free from plague. Now the tendency is for the houses to grow in height year by year and the plague keeps steadily with us.

OVERCROWDING.

The more stores there may happen to be in a Chinese house the greater number of persons will be accommodated in it and the greater the surface crowding will be. It also stands to reason that the more floors there may be in a house the more difficult it must be to keep it in a thoroughly sanitary state. Chinese are not great lovers of cleanliness and order, and the various floors quickly become choked with a miscellaneous collection of rubbish eminently favourable to the accumulation of dust and dirt of all descriptions in the midst of which they herd together and contract plague. Then too, these high houses must interrupt the free circulation of air, and the higher the house grows the less chance is there for the lower floors obtaining a sufficient quantity of light to ensure them being healthy dwelling-places. As a rule, too, Chinese houses are only lighted from the front, the rooms are very deep and the window space often limited, the back of the rooms still being in a dusky twilight at midday. The backs of the houses are occupied by the cookhouses and kitchens which are badly lighted and worse ventilated, the smoke hanging round the rooms and finding its way out at the small window or the door in preference to the chimney and so adding to the general state of filth. These kitchens on each floor tend to vitiate the atmosphere, and it is not to be wondered at that the dwellings are unhealthy. Then, too, the slops from each kitchen are usually led away in earthen pipes running down the outer wall of the house and these are often blocked, allowing liquid matter of all descriptions to flow over the wall and soak in. We certainly think

that steps should be taken for the prevention of the erection of these sky-scraper buildings, yet we hear that new storeys are to be added to existing ones in already crowded districts, which appears to be simply courting disaster.

REUTER'S TELEGRAMS.

THE TRANSVAAL CRISIS.

LONDON, October 10th.—The Transvaal has sent an ultimatum to Great Britain demanding the withdrawal of troops from the frontier within forty-eight hours.

The New South Wales Lancers marched through the city yesterday en route to the Cape, enormous crowds gathered and frantic enthusiasm prevailed.

Mobilization is proceeding rapidly and recruiting is brisk.

WEATHER REPORT.

The Observatory report says:—On the 12th at 11.55 a.m. barometric changes are slight. Pressure remains high over S. China, the Loochoo islands and Japan. Gradients moderate on the coast, rather steep with strong monsoon in the N. part of the China Sea. FORECAST:—Fresh N.E. winds; fair.

LOCAL AND GENERAL.

It was passed at the meeting of the Sanitary Board this afternoon that the Government be asked to declare Hongkong a disinfected port, as there have been only a few cases of plague during the last two weeks. It was also passed that dogs be prohibited from being brought into the Colony from the whole of Japan for a period of six months.

A SMALL fire occurred at Kennedy Town last night, and a house collapsed in Wanchai.

THE U. S. S. *Princeton* left Hongkong shortly before one o'clock to-day, and went southward.

H.M.S. *Endymion* was to leave Manila on the 10th inst. and should arrive here either this evening or to-morrow.

THE steamer *Prins Hendrik*, sold out of the Paketvaart fleet, has been bought by Chinese in Penang for fl. 25,000.

THE first transport, conveying troops to the Transvaal, sailed from Bombay on 17th Sept. Up to Friday, Sept. 22nd, eight ships had departed.

THE Committee of the Hongkong Football Club have in accordance with a strongly expressed opinion at the last annual meeting decided to erect a Grand Stand on their ground at Wong-nei-chong, for the use of members and their lady friends. It will seat 200. The cost will be defrayed by private subscriptions from the members.

WE (S.F. Press) are sorry to hear that a telegram has been received from Penang announcing the death of J. C. Collins, the well-known trainer and jockey of Penang. Collins has not long taken over the Penang Horse Repository, and his loss will be felt among the sporting community up north. He has been unwell for some time with an abscess on the liver.

FIVE hundred tons of tin, brought from the tramp steamer *Astic*, says the S.F. News Letter, acted like magic in opening up all the big packing establishments which had closed for lack of cans, made necessary the re-employment of an army of discharged employees, and lifted the fruit growers out of the slough of despond by assuring a market for the surplus crop. It is exceedingly fortunate that California was not compelled to await the output of the tin mines of America.

THE Superintendent of the Peninsular and Oriental S. N. Company informs us that a telegram has been received from the Head Office to the effect that in consequence of very heavy weather in the English Channel and delay to the Channel Service the Overland Express with London Mail of 29th September arrived at Brindisi 15 hours late, the steamship *Isis* therefore left that port correspondingly late. These mails were due in Hongkong per steamship *Beagle* on 29th October.

A TACOMA press despatch of the 6th September says:—The Oriental liner *Glengyle* arrived to-day from Hongkong and Yokohama. She brings 104 Japanese and twenty-one Chinese in the steerage and a valuable cargo of tea and silks, and the work of unloading her was begun to-night. The work will be rushed, as it is the intention to get the cargo out, coal the ship, and start her for San Francisco by Saturday night or Sunday morning. She will there be fitted out as a transport and carry 800 troops to the Philippines.

AT THE MAGISTRACY.

This morning, Robert Burnicle, of H.M.S. *Tamar*, was fined \$5 for behaving in a disorderly manner, while drunk, on the 10th.

John Johnson, of the *Mannet Llogono*, was fined \$5 or 14 days' imprisonment for being drunk.

George Friend, of Africa, of no occupation was sent to the House of Detention for vagrancy. W. C. Armstrong, quarter-master of the *Empress of China*, was fined \$3 or 12 days' imprisonment for refusing to pay a legal vehicle fare.

THE late Mr. George Dawson, who made his money in Burma, has not forgotten the charitable institutions of the province, to several of which he has left donations varying from rs. 5,000 to rs. 10,000, says the *Rangoon Gazette*. The hospitals in Rangoon, Moulemein, Mandalay, and the leper asylums of Rangoon and Mandalay all receive bequests. The Cantonment School, Moulemein, receives rs. 5,000. A sum of rs. 10,000 is left for a technical department of either of the Mission Schools (the Brothers' School for preference). If they found one, to be expended in engineering, plant and books for carrying on the work. The estate is valued at about six lakhs.

THE FRENCH MAIL.

Capt. Jenkins, of the s.s. *Pakshan*, informs us that he left Saigon 14 hours after the *Sydney* on the 5th and that he anchored 10 hours off Cape St. James. He took the outside course off the Paracels, and the *Sydney* probably took her usual inside course. From Cape St. James to port the *Pakshan* took 64 days, so that the *Sydney*, up to one o'clock to-day, is 7 days out. The steamer *Kong-kong*, left Saigon the day after the *Pakshan* and has not yet arrived in port. She took the inside course of the Paracels, and it is expected that she has fallen in with the *Sydney*, but owing to not striking a place from which a telegraphic message can be sent, is, of course, unable to communicate with Hongkong. It is to be hoped that nothing worse is the case.

The above was published in our mid-day extra, but since writing it we understand that two Scotch Orientals boats, other than the *Kong-kong*, are expected to pass the Paracels. If such is the case, it is to be hoped that either the *Wongkong*, *Taichow*, or *Kong-kong* has run across the missing mail-boat. If the vessel has perished, which seems to be the general impression in Hongkong, but which we sincerely hope is not the case, the mishap will be terrible indeed, for it means not only the loss of life, but the loss of valuable communications and money, besides costly cargo, etc. The French Admiral at Saigon has been wired, who will do all that can be done in the search for the missing boat. The Superintendent of the Hongkong office is hourly expecting to hear cheerful tidings. We sincerely hope he will.

UNION INSURANCE SOCIETY OF CANTON.

The 26th ordinary meeting of the share holders of the above society was held this morning at the office in Queen's Buildings, to receive the report of the business of the society for the year 1898 and for the six months ending June 30th, 1899. There were present the Board of Directors, composed of the following:—Messrs. E. S. Wheeler (chairman), H. L. Dalrymple, N. A. Siebs, R. H. Hill, A. G. Wood, and Douglas Jones, Sec.; also Messrs. H. W. Slade, D. Gilles, C. F. Thompson, L. K. Alvarez, J. H. Cox, J. C. Peter, W. Richardson, J. A. and H. J. M. Carvalho, F. D. Goldard, G. W. F. Playfair, R. M. Gray, and H. E. Tomkins.

The secretary read the notice convening the meeting.

The Chairman,--Gentlemen, the usual course is to take the accounts first, and with your permission we will take the report and accounts as read. The accounts are very full, and there is little in them to which I need refer. The net premium for 1898 shows an increase of some \$420,000, whilst the losses show an increase of \$360,000 over the previous year, and the result of the year's working is that we were again able to pay a bonus to contributing shareholders of 20 per cent, and to propose a dividend of \$16, or 30 per cent, as compared with a dividend of \$17 paid last year, and at the same time we are able to increase the reserve fund by \$60,000. With regard to the 1899 accounts, you will notice that the balance at credit at the 30th June was \$1,095,000, a sum considerably in excess of that of any preceding half-year, and the same may be said of the estimated balance at credit at 30th September, but it is of course a great deal too early to form any estimate of the result of the year's working, though we have so far every reason to hope that it will turn out favourably. Turning to the balance sheet you will notice that the Investment Fluctuation Account is less by \$16,000, which is due to the fall in value of sterling securities; Exchange Fluctuation Account is less by \$18,000 owing to exchange being higher at the end of our half-year than at its commencement. You will also notice that the sinking fund has been increased by \$30,000. Staff,--I am sure that the shareholders will join with the Board in regretting that Mr. M. P. Jukes has decided to retire from business at the end of this year. Mr. Jukes joined the service of the Society in 1874, when our London branch was opened, and he has been the Agent of the Society in London from that date. Our London business forms a very important part of our business, and under Mr. Jukes' management has been conducted with conspicuous success. The Board had no hesitation in agreeing with the London Committee that Mr. Jukes' long and successful services should be recognized by the Society by presenting him with an honorarium of £3,000 on his retirement. Mr. Douglas Jones, our Secretary, has been appointed agent in London in succession to Mr. Jukes, whilst Mr. H. C. Saunders, who has been many years Mr. Jukes' assistant in the London office, has been appointed Underwriter. Mr. W. J. Saunders being appointed Secretary in Hongkong.

Continuing,--Before moving the adoption of the report, I should be glad to answer any questions. No questions being asked, The Chairman proposed the adoption of the report and balance sheet as printed, which was seconded by Mr. T. W. Richardson, and carried unanimously. Mr. D. Gilles proposed and Mr. R. M. Gray seconded that Messrs. E. S. Wheeler and A. G. Wood be re-elected as directors. Carried. Mr. C. F. Thompson proposed, and Mr. H. W. Slade seconded, that Messrs. J. H. Cox and W. Hutton Poits be re-elected auditors. Carried.

This concluded the business.

THE PLAGUE.

Cases reported to 11th instant 1,471
Do. do. during past 24 hours..... 0

Total..... 1,471

Deaths reported to 11th instant..... 1,413
Do. do. during past 24 hours..... 0

Total..... 1,413

WHY JESSOP LAUGHED.

A correspondent from Cheltenham, who saw the Gloucester and Surrey match, writes,—"A rather funny incident occurred at the local theatre, where both teams had been invited. At one point the hero comes in, to find the heroine in tears. The villain had just left her, and the brave fellow was doing his best to comfort the sorrowing maiden. This is how he put it: 'What has he done to you Marion?—has he insulted you?—he did! I will break every body in his home! You can imagine the scene. The girl bit her lip, blushed, and tried to look unconcerned, while the uniformed actor winded under a roar of shouts of laughter from—JESSOP! He could be heard all over the theatre.'

HONGKONG LEGISLATIVE COUNCIL.

In our last evening's issue we gave the questions by the Hon. T. H. Whitehead (which were put to the meeting by the Hon. C. T. Chater in the absence of the Hon. gentleman) and the answers; to-day we publish particulars of the other business which transpired.

The Governor's Speech.

His Excellency the Governor,--I have the honour to submit for your consideration the Estimates for the coming year, and in doing so I venture after the usual custom to make a few observations on the position of the Colony. But first, I take this earliest public opportunity that has presented itself to express my acknowledgments for the cordial manner in which Lady Blake and I have been received by the community of this important Colony. The ten months that have elapsed since my assumption of the government have been months fraught with exceptional anxiety and responsibility. Under the Convention between Her Majesty the Queen and His Imperial Majesty the Emperor of China, the area of twenty-nine square miles that has hitherto been the extent of the Colony was increased by a lease for ninety-nine years of an area of four hundred square miles, with an estimated population of 100,000. It was assumed that the knowledge of the just treatment of the Chinese inhabitants of Hongkong and British Kowloon would induce the population of the leased area to accept the jurisdiction of Great Britain with equanimity, if not with pleasure. Had it been possible to take over the possession immediately this assumption might have been verified. Further were unavoidable delays. The question of delimitation had to be settled, and when a tentative arrangement had been arrived at it was found that there was an unfortunate misconception on the part of the Chinese Government as to the effect of the Convention upon the position of the Chinese Imperial Customs authorities who had hitherto exercised jurisdiction within the leased area. At the earnest request of Her Majesty's Minister in Peking I deferred the taking over of the Territory until the 17th April, completing in the meantime the necessary arrangements for the carrying out of executive functions. Unhappily, the error was taken advantage of by agitators who disturbed the minds of the people by statements that their lands would be forcibly taken from them and their most cherished customs forbidden. The first symptoms of hostility were shown on the 31st March when the building of a mat-shed at Tai-poh was prevented, and the men engaged in erecting boundary posts were stopped from working. I saw the Viceroy on the 2nd April at Canton and pointed out that if protection was not afforded to working parties and surveying parties I could not adhere to my undertaking not to take over the Territory until the 17th. The necessary protection was promised, and surveying parties were not molested, nor was the rebuilding of the mat-shed prevented. What took place on the 15th of April and following days has already been laid before you. The resistance having been overcome I have endeavoured to satisfy the people that they may safely depend upon British justice, and that no man's property will be confiscated, and I have no doubt that the people will soon recognize this. Apart from the question of resistance to our occupation, it was found that the inhabitants suffered from frequent attacks by armed bands of robbers against whom the village watchmen were powerless, and there was a general indication of lawlessness not uncommon in South China. This necessitated a reconsideration of the Police Force necessary to secure that protection that we are bound to afford. The original estimate has been largely increased, and stations have been established at important points of sufficient strength to repel armed attack, and furnish the necessary patrols. I am glad to say that the efforts of the Police have so far shown satisfactory results, for the twenty-seven cases of armed robbery reported from the New Territory twenty-two persons have been convicted and are suffering long terms of imprisonment. I hope to see a salutary change of conditions within a short time and to be in a position to reduce the strength of the various police stations.

Simultaneously with the trouble that developed in the New Territory there arose a much more serious danger. In the beginning of April, the plague was again upon us, and notwithstanding the unwearied exertions of the Sanitary Board and its staff, it increased in intensity and virulence all through the summer, and has only ceased its ravages with the beginning of the present month. This year there have been 1,471 cases of which 1,413 have proved fatal, the percentage of deaths being the highest on record. Feeling the overwhelming importance to the community of eradicating this scourge if possible, I have watched the operations of the sanitary staff with the keenest anxiety. Before the disease appeared, as it was assumed that plague was primarily propagated by rats, a Committee was appointed, consisting of the Captain Superintendent of Police, the Medical Officer of Health, and the Government Analyst to wage war upon the rats by poison or traps, or both, and the necessary funds were placed at their disposal. They appealed to the Chinese for assistance and made every effort to destroy the rats, but I believe they were not very successful. When the epidemic was at its height I satisfied myself by frequent personal inspection that the scavengers and the sanitary staff were doing their duty. The streets and lanes were perfectly clean, and whole streets filled with furniture while the houses were being lime-washed and disinfected bore evidence to the activity of the sanitary staff. Yet nothing seemed to stay the onward progress of the plague, until at last it had died out in the usual course, having lingered here rather longer than in other cities of South China where no such precautions were taken. An Insanitary Dwellings Bill had already been presented to you. During the summer it has been carefully reconsidered, and in its amended form it will be again presented to you to-day. A return has been made of all the cases of plague during the present year with all the information available that possibly may throw light upon the causes of the disease. If we can decide upon the causes, no expenditure within the reach of the Colony would be too great to secure the blessing of freedom from such a scourge; but in considering the Bill it is well that you should be in possession of facts on which to form an opinion rather than be guided by assumptions that, however strongly held, afford no sound basis upon which measures should be adopted involving probably very large expense to the Colony.

I am happy to be able to congratulate you upon the general state of the commerce of the Colony. I have it on most excellent authority that business was never in a sounder condition and the commercial energy of the community was never more apparent. At the same time trade has suffered and is suffering from the disturbed state of the Southern provinces and the prevalence of piracy on the West River. The attention of Her Majesty's Government has been called to the great injury done to the trade of this Colony, and His Excellency the Governor has been instructed to take steps to protect British interests, but from convinced that the

best protection to the interests of the commerce of the Colony will be the faithful carrying out by the Chinese Government of the Agreement made with Her Majesty's Minister at Peking for the opening of the West River under the Inland Steam Navigation Regulations as first proposed and agreed upon. I have had great pleasure in forwarding the letters of the Chamber of Commerce on this most important subject to the Secretary of the State for the Colonies. Notwithstanding the disabilities under which trade is hampered on the West River, the returns show a satisfactory increase both in foreign and home traffic, the number of foreign and home vessels entering and clearing being 7,682, with 10,155,991 tons as compared with 6,831 ships with 9,948,224 tons in 1898, and of 55,882 ships with 3,374,210 tons as compared with 49,517 ships with 2,933,714 tons in 1898.

I regret to say that the Police statistics show a considerable increase in the number of serious crimes; the total number from the 1st January to the 31st August being 2,110 as against 1,920 for the same period last year. The returns show an especially large proportionate increase in the serious crimes of robbery and house-breaking, the increase in the former being due to the cases in the New Territory to which I have already alluded. The Captain Superintendent of Police attributes the general increase of crime to the number of vacancies in the Police Force, and the disturbed condition of the neighbouring provinces of China. On the other hand, there has been an entire absence of the gang robberies so frequent in the past in the City of Victoria. Every effort is being made to obtain recruits from China, for the Police Force, and the disturbed condition of the neighbouring provinces of China. On the other hand, there has been an entire absence of the gang robberies so frequent in the past in the City of Victoria. Every effort is being made to obtain recruits from China, for the Police Force, and the disturbed condition of the neighbouring provinces of China. On the other hand, there has been an entire absence of the gang robberies so frequent in the past in the City of Victoria. Every effort is being made to obtain recruits from China, for the Police Force, and the disturbed condition of the neighbouring provinces of China.

The only other item of business for special notice is the increase of the vote for the expense of the Volunteers from \$12,000 to \$30,000. This increase is mainly due to an increase in the number of the Corps from 185 to 304. The Corps now forms a valuable addition to the effective armed forces of the Colony. In April last the regiment gave timely and valuable assistance, and its patriotic spirit has lately been shown by an offer to the Imperial Government of two officers and fifty men for active service in South Africa should unhappily hostilities be forced upon us. While the military authorities have been requested to convey to the Hongkong Volunteers the high appreciation by Her Majesty's Government of their loyal patriotism that prompted the offer, and appreciation that will, I feel certain, be shared by every member of the community. (Applause.)

The following Bills will be submitted to you:—An Ordinance to apply a sum not exceeding Two million Six hundred and Eighty-one thousand and Six hundred and Fifty-one dollars to the Public Service of the year 1900. An Ordinance to make further provision for the sanitation of the colony and to repeal certain enactments of the Closed Houses and Insanitary Dwellings Ordinance, 1894. An Ordinance for the Naturalization of Sin Hip Pan, alias Sin Shu Fan, alias Sin Shui Kin, alias Sin Ping Kim. An Ordinance for the Naturalization of Kwok Yung Kam alias Kwok To Kai alias Kwok Ying. An Ordinance for the Naturalization of Ho Shun To, alias Ho Kwai Yuk, alias Ho Ping Yin, alias Ho Tsui. An Ordinance for the Naturalization of Hu Choo, alias Hu Shun Ts'ui, alias Hu Ping Fong, alias Hu Nai Kwei. An Ordinance for the Naturalization of Lo Kan, alias Lo Fo, alias Lo Ching Chiu, alias Lo Tsui Tsui. An Ordinance to amend the Vagrancy Ordinance, 1897. An Ordinance to amend the Rating Ordinance, 1888. An Ordinance to amend the Crown Lands Resumption Ordinance, 1889. An Ordinance to amend "The Protection of Women and Girls Ordinance, 1897." I commend them to your most careful consideration. Again, I congratulate you on the abundant prosperity of the Colony, and I earnestly hope that your deliberations may tend to the welfare and progress of the community.

APPOINTMENT OF COMMITTEES.
His Excellency the Governor appointed the following committees:—Finance.—The Hon. the Colonial Secretary (chairman), and the whole of the rest of the Council with the exception of the Governor. Law.—The Hon. Attorney-General (chairman) and the Hon. J. J. Keswick, the Hon. Dr. Ho Kai, the Hon. E. R. Bellings, and the Hon. Wei A. Yuk. Public Works.—The Hon. Director of Public Works (chairman), the Hon. Colonial Treasurer, the Hon. C. T. Chater, the Hon. E. R. Bellings, and the Hon. T. H. Whitehead.

THE APPROPRIATION BILL.
The Colonial Secretary moved the first reading of a Bill, entitled "An Ordinance to apply a sum not exceeding Two million Six hundred and Eighty-one thousand and Six hundred and Fifty-one dollars to the Public Service of the year 1900." In moving this Bill, he laid on the table the papers which usually accompany the Bill.

Bill takes the place of a Bill which was read a first time in November last year, and that it is not proposed to proceed further with that Bill.

Carried.

NATURALIZATION.

The following Bills passed their second and third readings—

Bill entitled An Ordinance for the Naturalization of Sin Hip Pan, alias Sin Shu Fan, alias Sin Shu Kim, alias Sin Ping Kim.

Bill entitled An Ordinance for the Naturalization of Kwok Yung Kum alias Kwok To Kai alias Kwok Yung.

Bill entitled An Ordinance for the Naturalization of Ho Shun Tin, alias Ho Kwan Yuk, alias Ho Ping Un, alias Ho Tsui.

Bill entitled An Ordinance for the Naturalization of Li Choo, alias Hui Shun Tin, alias Hui Ping Kong, alias Hui Nai Kwai.

Bill entitled An Ordinance for the Naturalization of Lo Kün Ting, alias Lo Fo, alias Lo Ching Chui, alias Lo Tin Fui.

THE VAGRANCY ORDINANCE.

The Attorney-General: I beg to move the second reading of the Bill entitled an Ordinance to amend the Vagrancy Ordinance, 1867.

As honorable members will see from the "subjects and reasons" attached to the Bill, this Bill has been framed in accordance with the instructions which have been received from the Secretary of State for the Colonies in consequence of certain representations which were made to him by the Board of Trade.

Clause 2 of this Bill affects rather an important amendment to Ordinance 25 of 1867 by substituting a new clause for clause C of section 21 of that Bill.

As clause C of that Bill stands the shipowner would be liable for the maintenance of any person who is discharged from a ship in this Colony for a period of six months from the date of such person's arrival in the Colony, altogether irrespective of the fact whether the shipowner had properly discharged the man with the sanction of the Superintendent of the Mercantile Marine Office or his Deputy, and also altogether irrespective of the fact whether the shipowner made reasonable provision for the subsistence of that person who was discharged from his ship.

I think it is not unreasonably considered by the shipowners that it is rather a hardship upon the owners of ships and accordingly the Board of Trade approached the Secretary of State in this matter with the result that it is proposed now, with the sanction of the Secretary of State, to introduce a new clause C to section 21, the new clause being 2 of this Bill.

Honorable members will see that an amendment is made in the term "sailor," "seaman" being substituted. The object of that is to include any person employed or engaged in any capacity on board ship (except masters, pilots, and apprentices) and not merely persons engaged in the navigation of the ship.

The amendments made to clause 2 of the Bill are purely verbal amendments, and I do not think I need trouble the Council with any remarks upon them.

The second amendment made by clause 3 is of some importance, because it does not hold the shipmaster responsible for the solvency of his passengers during a period of six months after he has landed them. As Ordinance 25 of 1867 now stands it holds the shipowners responsible for a period of six months, and that period has been struck out.

With these observations, sir, I beg to move the second reading of the Bill.

Carried.

The Bill having been considered, clause by clause in Committee it was read a third time and passed.

THE RATING ORDINANCE.

The Acting Attorney-General moved the second reading of the Bill entitled an Ordinance to amend the Rating Ordinance, 1888.

The Colonial Treasurer, in seconding, said—The Bill was introduced at my suggestion on account of a recent decision of the Privy Council in the Supreme Court with regard to the rating of the objects of clause 2 of the Ordinance, and that as such it was rather a hard thing to be improved arising from the use of that Bill. We thought it was rather hard that a building should be rated for very much less than its proper value, and that is the object of the Bill.

Carried.

The Acting Attorney-General proposed to go into committee on this Bill at the next meeting of the Council.

CROWN LANDS RESUMPTION ORDINANCE.

The Acting Attorney-General moved the second reading of the Bill entitled an Ordinance to amend the Crown Lands Resumption Ordinance, 1889. Honorable members will see from the "subjects and reasons" attached to the Bill that the object of this Bill is to amend the preamble to Ordinance 23 of 1889 in such a way as to make it clear that the acquisition or resumption of land or buildings may be effected for any "public purpose" as defined by clause 3 of this Bill.

The object of the amendment introduced by sub-section (1) of clause 3 of this Bill is to make it clear that the expression "land" includes buildings, and also to clear up any possible ambiguity as to Ordinance 23 of 1889 being capable of application to the New Territories. The object of sub-section (2) of clause 3 of the Bill is to make it clear that resumption includes acquisition, and (3) to define what is meant by a "public purpose." Clause 4 of this Bill introduces a small amendment in the language of section 3 of Ordinance 23 of 1889 which is required for the purpose of bringing the wording of that section into line with section 14. Clause 5 of the Bill introduces a small amendment in section 14 of Ordinance 23 of 1889 with the object of bringing that section into line with the definition contained in clause 3 of this Bill.

Carried.

The Bill having been considered in committee clause by clause was read a third time and passed.

THE PROTECTION OF WOMEN AND GIRLS.

The Acting Attorney-General: Your Excellency, since the last meeting of the Council the Bill entitled an Ordinance to amend the Protection of Women and Girls Ordinance, 1897, has been reprinted with all the amendments made in Committee and circulated to honorable members. Unless it is the desire of any honorable member that the Bill should be further considered, I propose to move the third reading of the Bill.

Carried.

THE ADJOURNMENT.

His Excellency the Governor adjourned the Council until this day, fortnight, so that members may have an opportunity of considering the Estimates in the meantime. If at the end of that time honorable members require any further time for consideration, His Excellency will be very glad to meet their views, but hopes that by the end of that time they will have had time to consider the Estimates.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held, the Colonial Secretary presiding. The following recommendations of His Excellency the Governor were agreed to—

To vote a sum of one thousand and three hundred dollars in aid of the "Steam Launches, other charges."

The Chairman explained that the Harbour Master reported an increased expenditure of coal this year necessitating an increase in the vote.

To vote a sum of one hundred and fifty-five thousand and twenty-nine dollars to cover expenses incurred in the New Territory for the current year.

The Chairman explained that honorable members would remember that at that last meeting of the Council but one, a statement of expenditure actual and estimated for the year 1899 in connection with the new Territory was laid on the table, and that such estimate amounted to \$345,629.17 of that sum \$100,000 had already been voted by the Council and the object of the vote of to-day was to supply the balance.

To vote a sum of two thousand dollars in aid of the vote "Maintenance of Sewers."

The Chairman observed that the engineer in charge of sewers stated that the extension of sewers in all parts of the city had rapidly gone ahead, and that in the early part of the year 1899 broken gully traps were replaced by new ones at a cost of \$1,000. There had also been a great deal of trouble with the roofs going into the sewers, and particular attention was given to the sewers during the epidemic of plague.

ABSCONDER BROUGHT FROM MANILA.

BEFORE THE MAGISTRATE.

This afternoon Henry Fleury, a private in the Royal Welch Fusiliers, who has been brought back from Manila charged with embezzling \$349.64 from the Soldiers and Sailors Institute, appeared at the Magistrate's.

Rev. G. R. Vallings, the Garrison chaplain, said he was acting treasurer for the Institute. Defendant was acting manager and kept a book for the purpose of entering the receipts and disbursements. This book showed for the month of September receipts \$273.34, expenditure \$282.98. The month before he was left with a balance of \$46.80. Witness had removed \$30, leaving \$16.80 in his possession, making a total unaccounted for of \$249.64. Witness had received none of this money and the Chartered Bank had not received any. Witness used to check this book on Tuesdays, when the money was paid into bank; witness did not think he had ever done so. Witness checked the book on the 5th of September. No money was then paid into bank, but orders were given defendant to pay \$25.30 worth of bills, these bills witness had every reason to believe were honestly paid. The book was not balanced when checked, witness could not say how much was defendant's possession on the 5th ultimo. The last entry in the book was on the 12th.

The account book was then handed to His Worship and witness gave some explanatory evidence. The defendant's paying-in-book was also handed in. Sometimes witness paid in money but usually by his order. The next book was witness' own paying-in-book, which he used for larger amounts, the last entry was of \$100 sent by H. M. S. *Powerful*, dated the 10th of the day after the prisoner absconded. On Wednesday Sept. 12th an officer from H. M. S. *Powerful* handed defendant an envelope containing two \$50 notes. This envelope was afterwards found intact by Private Lloyd in Prisoners' quarters on the following Friday. The bank pass book showed the amount that was deficient on the 21st Sept. Witness first discovered that defendant had absconded on Thursday the 14th ultimo. He had not believed that defendant had actually left the Colony until 7.30 p.m. of that date, although he knew he was absent in the morning. Defendant had absconded with \$249.64 as shown by the account books.

Witness was not sure if it was \$30 or \$32 he had paid for wages to coolies, if he had paid \$32 it would make the amount missing two dollars less. The money left in the cistern by defendant was 49 cents, 45 of which was bad; the four odd copper cents might have been good.

G. H. Keena, accountant at the Chartered Bank, gave evidence of the accuracy of entries in the bank books put in. Defendant had not made any payments into the bank during September.

W. R. Lloyd, private in the R. W. F., and orderly to Mr. Vallings, said he had reported to Mr. Vallings on the 14th of September about 6 p.m. that defendant was missing. Mr. Vallings asked him to take temporary charge of the Institute; he had done so. The cash box was found in a drawer on Thursday night and next morning by Mr. Vallings' order it was forced open by Chang Kwai, a locksmith, in his presence. In the till was 49 cents, bad money except four copper cents.

Chang Kwai and the No. 1 bar boy gave corroborative evidence.

Mr. Vallings addressed the Court in a most touching manner and asked His Worship to deal leniently with the case.

His Worship said it was a most serious case. Prisoner had pleaded guilty to stealing \$200 but had not returned any money. He did intend to send him to the Criminal Sessions, but after hearing Mr. Vallings he would consider the matter and give his decision to-morrow at 10 a.m.

QUARANTINE REMOVED.

The following letters have been sent us for publication—

"I am directed by the Colonial Secretary to forward the enclosed copy of a letter sent to-day to the Secretary of the Hongkong Chamber of Commerce."

Sir—I am directed to inform you that the following telegram has been received from the Colonial Secretary of the Straits Settlements, Singapore—

Prohibition of Chinese emigration removed. Chinese emigrants will be put in Quarantine. Hongkong quarantine will be removed when duly certified no cases for 10 days. Please report whether any fresh cases sporadic or otherwise."

The Singapore Government has been duly informed by telegram to-day that there has been no case of Plague for ten consecutive days.

I have, etc.,

(Sd.) J. H. STEWART LOCKHART, Colonial Secretary.

The Secretary Chamber of Commerce.

THE H. K. V. C. AND THE TRANSVAAL.

The following telegram is published in the Hongkong Volunteer Corps Orders—

To Governor, Hongkong.

Referring to your telegram of September 21st Her Majesty's Government desire to express high appreciation of loyal and spirited effort by Hongkong Volunteer Corps, but are not in position to accept.

(Signed) CHAMBERLAIN.

FOOTBALL.

Sides captained by Looker and Kew met last evening, the game ending in a draw of 2 goals each. Noble and Mayson were to meet at the same time, but the latter was unable to attend and Danby took his place, but had to succumb to Noble, whose side scored two goals to nil. Lieut. Greene and Pinckney's teams were to meet this evening.

FROM ALL QUARTERS.

Krugor's Nephew.

Carl Krugor, a nephew of "Oom Paul," was one of the graduates "capped" at Edinburgh University the other day.

Refusal to Pay Taxes.

Over 12,000 manufacturers in Spain refuse to pay the new taxes, and many land owners have decided to follow their example.

The Queen's Benevolence.

The Queen has allowed her Balmoral tenantry a rebate of 15 per cent. owing to the deficiency of straw on last year crops.

A Big Loss.

The electrical power-house of the Falls and River Railway Company, Niagara, has been destroyed by fire. The loss is about \$75,000.

The Strike at Dundee.

The cotton and jute workers' strike at Dundee has assumed serious proportions. Ten mills were closed on Sept. 8th, and 19,000 mill workers were idle.

Japanese Immigration.

According to news received from Honolulu it is announced authoritatively that the policy of the Hawaiian Government in regard to Japanese immigration is to be more restrictive.

To the Point.

At a ball given some little time since in a small country town in Ireland, for which the tickets were not transferable, the inscription on the latter ran as follows: "Admit this gentleman to Ball in Assembly Room; Tickets, 25. 6d. each. No gentleman admitted unless he comes himself."

Surely a Record.

Recently a Paris court granted in four hours two hundred and ninety-four divorces—over a divorce a minute. Now it seems that an effort has been made to balance matters, as the village of Plauges, the other day, thirty-four marriages were celebrated at one stroke by the parish priest.

A Large Scenic Map.

Some American railway men have allotted £20,000 towards what promises to be a unique exhibit at the Paris Exhibition. A large scenic map is to be constructed that will show the route of every railway in the States by means of electrical devices, all elevations and natural features to be shown in their right proportions.

All Else Subsistent.

Cricket has taken such a strong hold upon the Australians that when the other day a funeral procession in Sydney halted before a board which contained the score of a cricket match then in progress, and four occupants got out of a carriage, read the score, returned to the vehicle, and the procession resumed its course, no surprise was caused. It seemed the most natural thing to do.

A Smut Thief.

Not long ago a man was arrested on a tramcar, charged with picking a lady's pocket. At the police station he was searched, but, as the lady's purse was not found upon him, he was discharged. On the following morning the policeman who had arrested him discovered the purse in his own coat pocket, where the culprit had evidently placed it.

Painting Sold for £15,000.

Prosecution has been instituted at Rome against Prince Chigi, Marshal of the Conclave, for having sold for foreign exportation the famous picture of Botticelli, representing the Virgin Mary with the Christ as a child. The painting was sold for £15,000 to an English connoisseur, who has not yet removed it from Rome. The picture was destined for the British National Gallery.

A Japanese Masterpiece.

Mr. William R. T. Townsend, who has just returned to England from a visit to Japan, has taken with him a valuable and remarkable specimen of bronze work. It is in the shape of a flexible bronze dragon, constructed of thousands of separate pieces, each one carefully finished and put by hand. The dragon is the work of the artist Suzuki, who was engaged for five years on the masterpiece.

Refusal of Land.

A serious check has been given to the Belfast shipbuilding trade by the refusal of the Harbour Commissioners, Messrs. Harland and Wolff applied to the Commissioners for fourteen acres of reclaimed land, adjoining their shipbuilding yards, for extension purposes, but this was refused, and as a result the firm, it is stated, will have to discharge about two thousand workmen.

Only on a Peace Footing.

Russia has a standing army of 860,000 men, or six per thousand of the population; Germany 560,000, which is eleven per thousand; France 576,000, or fifteen per thousand; Austria 380,000, or nine per thousand; Italy, 185,000, six per thousand; England, 180,000, five per thousand; Spain, 120,000, six per thousand; Belgium 47,000, seven in the thousand; and little Switzerland musters actually 131,000, or forty-five per thousand. The huge European armaments called armies on a peace footing cost £220,000,000 a year to keep up.

A Magistrate Knighted.

The Queen has conferred the honour of a knighthood upon Mr. Franklin Lushington on his appointment as chief magistrate of the metropolitan police-court. The honour of knighthood is usually conferred upon the chief magistrate at Bow-street. Recently there were two knights at that court. Sir John Bridge received the distinction on succeeding the late Sir James Ingilby in 1899; while Sir James Vaughan was one of the Diamond Jubilee knights of 1897. Now Sir Franklin Lushington is the only knight among the metropolitan magistrates.

Sale of Academy Pictures.

The sales of the last Academy pictures represent a total of £21,570, which is nearly £6,000 more than in the previous year, £15,000 in excess of 1897. The highest price paid for any single work was obtained by a Newcastle man, Mr. Napier Henry, whose "Smugglers" realised £350, and "The Mill Pond" £315. Amongst other noteworthy sales may be mentioned Mr. Colin Hunter's "Signs of Herring," which brought £1,000, and Mr. Wylie's "Battle of the Nile" and Mr. Blair-Lighton's "Elaine," which brought £700 apiece. In very few other cases, however, did the price exceed £500.

A Dastardly Deed.

A combination car on the Willison Avenue line Cleveland, Ohio, was blown up by a powerful explosive between Scoville and Quincy streets on 30th Aug. at 9.30 p.m. There were six passengers on board, five of whom sustained broken legs. The other passengers and the driver of the car escaped without injury. The explosion lifted the car entirely off the track, destroying tracks and demolishing the flooring. The car fell again on the tracks, and in such a way as to imprison the injured passengers. These were rescued by the crew of the car. The report of the explosion was heard in the public square, three miles from the scene. There is no clue to the perpetrators of the outrage.

A Typewriter for the Japanese.

The American Exporter (New York) says:—One result of the recent visit to this country of a party of men connected with the Japanese Government on a tour of inspection of American machinery, with a view to its introduction into their own country, will be to give the Japanese a typewriter. It has been thought generally that the Chinese and Japanese would be compelled to adopt some different form of written language from that in use before the labour-saving American typewriting machines could be made of practical use to them. There are about 5,000 characters used by the Chinese in writing, and the Japanese written signs are similar to those of China. The multiplicity of characters seemed to render impossible any attempt to manufacture a satisfactory writing machine for the use of the inhabitants of those countries. But a Yankee inventor has demonstrated that the difficulties can be overcome, and before many months the Japanese will have their own written language produced by American-made typewriters. One of the Japanese party became intensely interested in these machines, and he first suggested the idea of having machines made with Japanese characters. Some to whom he spoke about the matter, ridiculed his ideas and nearly all discouraged him. He was persistent, however, and he has received assurances that the work can be done.

The man from Japan started for his home recently, and upon his arrival in Japan he will employ expert engravers at work on the new typewriter will be modelled. The engraving could be done in this country, but as American engravers are not familiar with the Japanese language, and as it is desired that each character shall be formed perfectly, it was thought best to have the first work done in Japan. Just as soon as the engraved signs are received the type wheel will be made in this country. The Government of Japan will be the first to avail itself of these machines.

INTERESTING ITEMS.

In India there are at least 130,000 lepers. Mushroom juice is a sure cure for snake-poison. The total revenue of the Church of England is about £7,000,000. Bamboo pens have been in use in India for over one thousand years. Nine-tenths of all the world's sewing machines are made in America. There are nearly five million self-supporting women in the United States. Mexico had fifty-five presidents during the past seventy-seven years. Lifeboats round the English coasts during the year 1898 rescued 682 people. In Mexico the family of a dead duellist can claim support from the person who shot him. The czar is to have a new imperial coronation house in St. Petersburg, which will cost £800,000. The first pawnbroking establishment was opened in Bavaria in 1198. London did not have one till 1361. The cemeteries in and around London cover 2,000 acres, and the land they occupy represents a capital of £20,000,000. The worn-out uniforms of the British army, when sold, bring back into the War Office treasury close upon £30,000 a year. Muskets were first used in 1414, during the siege of Arras, but it was not till 1521 that they replaced the bows and arrows of the British soldiers. Snakes eyes are never closed. Alive or dead, sleeping or waking, they are always wide open. They have no eyelids, and the eye is protected only by a strong and transparent scale. In Prussia 413 school children under fifteen years of age have committed suicide within the space of ten years. Three hundred and thirty-seven of them were boys and seventy-six girls. Soap has been in use one year, discovered in Pompeii. The soap found had not lost all its efficacy, although it had been buried 1,800 years. Snoring, it is claimed, can be prevented by a bridle of rubber webbing, which is fastened under the nose and keeps the mouth shut. The inventor of the contrivance has applied for a patent. The speed at which sound rushes through space depends not a little on the state of the atmosphere. Generally speaking it may be said to travel at the rate of a mile in five seconds. One curious and welcome fact has become public in consequence of the recent robbery from Parr's Bank, namely, that there was only one case on record where a £1,000 note had been successfully negotiated by the thief. The head has 77 muscles—8 for the eyes and eyelids, 1 for the nose, 8 for the lips, 8 for the jaw, 11 for the tongue, 11 for the larynx, 11 for the ear, 17 for motions of the head and neck, 1 to move the hairy scalp, 1 for the eyebrows. White linen cuttings—never from anything that has been worn so carefully as the paper prepared that even the number of dings into the pulp made by each workman is registered on a dial by machinery. China's 1,554,000 square miles support a population of 300,000,000, which is an average of 193 persons to the square mile. Shan-Tung is one of the most densely populated provinces in the Chinese empire. The average of population per square mile is 699. Of the fifty-seven cardinals living, thirty-one are Italian, seven French, five Spanish, four Austro-Hungarian, three German, one Polish, one American, one Swiss and one Australian. English, one Swiss and one Australian. Pope Leo has created 17 cardinals, and during his pontificate 123 cardinals have passed away. The wearing of the wedding ring on the third finger of the left hand is a custom that comes from the Egyptians, who believed that particular digit was directly connected by a slender nerve to the heart itself. And these ancient worshippers of Isis held the third finger sacred to Apollo and the sun, and therefore gold was the metal chosen for the ring. The Strophilidae of architecture have often wondered why the two towers of Notre-Dame cathedral in Paris are not of equal size, though they appear so to the casual observer. The explanation is rather a curious one. When Notre-Dame was built, the cathedral of a suffragan bishop was not entitled to two towers of equal size, and for centuries the Bishop of Paris was suffragan to the Bishop of Sens. The latest enumeration of the animals known to science includes no fewer than 386,000 recognised species. The real number is believed to be very much larger. It has been estimated that of insects alone the earth harbours 2,000,000 species. According to another opinion 10,000,000 would be a moderate estimate of the number of insect species! The number of individuals is, of course, incalculable. The largest mouth, proportioned to the size of the animal, is that of the frog. The mouth of the leech is a powerful sucker, which will sustain many times its weight. The tongue of the toad and frog is prehensile. By means of it these animals seize and hold their prey. The mouth of the lobster is small, and he is obliged to tear his food to pieces with his claws before he can devour it. The mouth of the octopus is in the centre of his body, and is provided with a beak very like that of a parrot. The new torpedo-defence net, or orinoline, for the British navy is supposed to be impenetrable to any torpedo, even when armed with a cutter. It is considerably heavier than the old net, but can be handled just as easily. Each net is twenty-five feet wide, twenty-eight feet deep, and consists of sixteen thousand wire meshes. Each mesh is secured by six small rings; these, combined with the small size of mesh, render it practically impossible for a torpedo to make any impression on it.

SHIPPING REPORTS.

Captain Smith, of the steamship *Tuksang*, from Wuhu, reports:—Strong N.E. monsoon throughout.

Captain Muhle, of the steamship *Sandakan*, from Sandakan, reports:—Fair weather, strong N.E. monsoon, high sea and swell.

Captain Calder, of the steamship *Pra Nang*, from Bangkok, reports:—Fine and calm till 10th and 11th in Lat. 13 N., when a heavy N.E. wind and sea were encountered, lasting for six days.

Captain Jenkins, of the steamship *Pakshan*, from Saigon, reports:—Strong N.E. breeze and swell, wind backing to the westward increasing to moderate gale, with heavy sea running; gradually hauling round to S.E. with heavy rain and boisterous weather, until afternoon of 11th, thence decreasing wind and sea to port.

NOTANDA.

CALENDAR.

OCTOBER.

Meteorological means based on fifty years' observations to 1898.

Barometer 29.982
Thermometer 76.2
Humidity 71
Rainfall 5.794

TO-DAY.

WEATHER REPORT.

On date at 4 p.m. On date at 4 p.m.
Barometer 30.11 30.13
Temperature 75 75
Humidity 58 62
Rainfall — —

TO-DAY.

Thursday, 12th October, 1899.
Chinese—8th of 9th moon of 25th year of Kwang-shi.
Sun—Rises 5hr. 56min.
Sets 5hr. 37min.
Moon—First Quarter 4hr. 46 min.
High water—Morning 4hr. 39min.
Afternoon 4hr. 20min.
No inferior high—nor low—water.

ANNIVERSARIES.

1834—Mr. J. F. Davis appointed Chief Superintendent of British Trade in China.
1842—Evacuation of Afghanistan by the British.
1860—Peking surrendered to French and English.
1872—Revolt in the Philippines.
1879—General Roberts victoriously entered Kabul.
1888—Chinese steamer *Wailing* lost off the Pescadores.
1889—Discovery of a lead mine in Hongkong announced.
1898—The German Emperor and Empress start for the Holy Land.

TO-MORROW.

Friday, 13th October, 1899.
Chinese—9th of 9th moon of 25th year of Kwang-shi.
Sun—Rises 5hr. 37min.
Sets 5hr. 30min.
11 high water—Morning 4hr. 2min.
Afternoon 4hr. 2min.
Low water—Morning 10hr. 32min.
Afternoon 5hr. 1min.

ANNIVERSARIES.

1815—Murat shot.
1841—Ningpo occupied by British forces.
1842—Canton Militia disbanded.
1859—Destructive typhoon in Hongkong.
1860—Peking then by the British forces.
1872—Railway in Japan officially opened by the Mikado.
1878—Theatre at Manila, totally destroyed by fire.
1892—Norwegian barque *Arion* wrecked on Newchwang bar.
1896—Final peace conference with the Matsubele chiefs.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Arratoon*) to-morrow.
Austrian (*Changsha*) to-morrow.
English (*Chusan*) 14th inst.
German (*Bayern*) 17th inst.
American (*Coptic*) 20th inst.
Canadian (*Empress of India*) 9th prox.

The N. G. I. steamer *Bornida* left Bombay for this port on the 7th instant and is due here on or about the 26th instant.

The O. S. S. Co.'s steamer *Machau* from Liverpool left Singapore yesterday and may be expected to arrive here on 17th inst.

The steamer *König Albert*, especially built for the fortnightly service, has left Bremen at the appointed time on the 4th Oct. for the East.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* left Vancouver on Wednesday a.m. (October 11th) for Hongkong via usual ports of Call.

The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., which left hence Sept. 17th for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu, arrived at her destination on the 9th inst.

to be very much larger. It has been estimated that of insects alone the earth harbours 2,000,000 species. According to another opinion 10,000,000 would be a moderate estimate of the number of insect species! The number of individuals is, of course, incalculable.

The largest mouth, proportioned to the size of the animal, is that of the frog. The mouth of the leech is a powerful sucker, which will sustain many times its weight. The tongue of the toad and frog is prehensile. By means of it these animals seize and hold their prey. The mouth of the lobster is small, and he is obliged to tear his food to pieces with his claws before he can devour it. The mouth of the octopus is in the centre of his body, and is provided with a beak very like that of a parrot.

The new torpedo-defence net, or orinoline, for the British navy is supposed to be impenetrable to any torpedo, even when armed with a cutter. It is considerably heavier than the old net, but can be handled just as easily. Each net is twenty-five feet wide, twenty-eight feet deep, and consists of sixteen thousand wire meshes. Each mesh is secured by six small rings; these, combined with the small size of mesh, render it practically impossible for a torpedo to make any impression on it.

SHIPPING REPORTS.

Captain Smith, of the steamship *Tuksang*, from Wuhu, reports:—Strong N.E. monsoon throughout.

Captain Muhle, of the steamship *Sandakan*, from Sandakan, reports:—Fair weather, strong N.E. monsoon, high sea and swell.

Captain Calder, of the steamship *Pra Nang*, from Bangkok, reports:—Fine and calm till 10th and 11th in Lat. 13 N., when a heavy N.E. wind and sea were encountered, lasting for six days.

Captain Jenkins, of the steamship *Pakshan*, from Saigon, reports:—Strong N.E. breeze and swell, wind backing to the westward increasing to moderate gale, with heavy sea running; gradually hauling round to S.E. with heavy

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU	Kobe and Yokohama	To-morrow, 13th October, at 4 P.M.
*KINSITU MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via Kobe & Yokohama	THURSDAY, 19th October, at 4 P.M.
W. Brady	MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo and Port Said	SATURDAY, 21st October, at Noon.
TAMBA MARU	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 21st October, at 4 P.M.
KASUGA MARU	VLADIVOSTOK, via Swatow, Amoy, Shanghai, Wei-hai-wei, Chefoo, Chemulpo & Nagasaki	THURSDAY, 26th October, at Noon.
HAKUMI MARU	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 27th October, at 4 P.M.
W. Nishimura	MARSEILLES, LONDON, and ANTWERP, via Singapore, Penang, Colombo & Port Said	FRIDAY, 3rd November, at Noon.
KAWACHI MARU		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 1, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 12th October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY, HONGKONG.

1247a] PHOTOGRAPHIC PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS, &c., &c., &c.

Coast Port Orders Executed.

ACHEE & CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

(1239a)

Dr. KNORR'S

ANTIPYRINE

"LION BRAND"

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION. Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA, REWARE OF SPURIOUS IMITATIONS.

[34]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898.

NOTICE

NIGHT SCHOOL for EUROPEANS, by an
EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
c/o This Office.
Hongkong, 18th August, 1899. [1048a]

For Sale.

FOR SALE

HOTEL BUSINESS in NORTHERN PORT,
Long Lease at very Low Rental, Good
Paying concern. Owner obliged to return to
England through ill health.
For further Particulars, apply in First Instance,
by Letter to
G.W.W.
Office of this Paper.
14th September, 1899. [1177a]

THE POPULAR DINING ROOMS,

18, PRAYA CENTRAL,
(Near Hongkong Hotel).

NOW OPEN. Good Home Cooking and
Meals at all hours.
Hongkong, 9th October, 1899. [1211a]

Insurances.

QUEEN INSURANCE COMPANY.

(Now Merged in the Royal Insurance Co.)

THE Undersigned having been appointed
Agents for the above Company are pre-
pared to Accept FIRE RISKS at Current
Rates.
E. D. SASSOON & CO.,
Agents.
Hongkong, 10th October, 1899. [1299a]

NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.,
Agents.
Hongkong, 28th May, 1895. [118]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World); the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition); and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street. [3]

Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

THE Steamship

"NIPPON MARU,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899. [1310]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. C. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1897. [11]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
City of Dublin... [3,328] J. R. Rae... [Oct. 14].
Brookshire... [3,367] R. Peebles... [Oct. 28].
Queen Adelaide... [2,832] F. McNair... [Nov. 18].
Saint Irene... [3,377] W. Atter... [Dec. 9].

Also
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Aberglide... [3,777] J. Murray... [Nov. 11].
Monmouthshire... [2,874] W. A. Evans... [Dec. 23].
Aberglide... [3,777] J. Murray... [Jan. 27].

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.
General Agents.
Hongkong, 18th September, 1899. [4]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"
Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 14th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 30th September, 1899. [5]

FOR PHILADELPHIA AND NEW YORK.

THE 3 1/2 A.M. American Ship

"ST. MARK,"
Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.
For Freight, apply to
ARNOLD, KARBURG & CO.
Hongkong, 20th September, 1899. [1198a]

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)



HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SAVOIA	HAVRE and HAMBURG	14th October	Freight and Passage.
*Jager	(LONDON with transshipment in HAMBURG)	About 5th November	Freight and Passage.
*HEIDELBERG	HAVRE and HAMBURG	About 15th November	Freight and Passage.
Schiller	(LONDON with transshipment in HAMBURG)	About 15th November	Freight and Passage.
ANDALUSIA	HAVRE and HAMBURG	About 20th November	Freight and Passage.
Schönfeldt	(LONDON with transshipment in HAMBURG)	About 20th November	Freight and Passage.
*SIBIRIA	HAVRE and HAMBURG	About 30th November	Freight and Passage.
Hildebrandt	(LONDON with transshipment in HAMBURG)	About 30th November	Freight and Passage.
BAMBERG	HAVRE and HAMBURG	About 30th November	Freight and Passage.
Mayer	(LONDON with transshipment in HAMBURG)	About 30th November	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

[981]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS: HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Thyra	3,406	about	Oct. 20
Garmarshshire	2,929	about	Nov. 15
Carlisle City	3,002	about	Dec. 15

THE Steamship

"THYRA,"
will be despatched for SAN DIEGO via AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about FRIDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 7th October, 1899. [1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Onsang (via Naga- saki, Kobe & Yokohama) Wednesday, 25th Oct., at Noon.

*Alcoa (via Naga- saki, Kobe, Yokohama & Honolulu) Tuesday, 21st Nov., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ONSANG,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 5th October, 1899.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 4th Nov., at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 30th Nov., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Dec., at Noon.

THE Company's Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 4th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 10th October, 1899. [2]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN,

THE TRAMHORSE.

The *Singapore Free Press*, of October 10th, publishes the following—

"Government has notified the omnibus and tramway companies that they may requisition their horses." (Reuter's telegram.)

I'm afraid that I know how to whistle—I'm afraid I've a bit of a wheeze—That I'm little but I'm bone and gristle—That I'm vain to depend on my knees—That my eye has lost some of its brightness—That I am not as young as of yore—But the Government, still, have decided that I'm game for a slap at the Boer.

We're the horses for work and, albeit we are not for show! We're three-quarters still perseverance, and one quarter sold dogged "go!" There's little that's equine about us, still we seem to be suited for war! And I'm practising snorting and stamping in the hope of a slap at the Boer.

I'm used to lean forward a trifle, and to stop by a pull on the trace, I suppose it will give me some trouble—But I hope I'll get into their ways. But there's one thing that troubles me sorely, Of this I'm decidedly sure, That a tramhorse will wait for the tinkle of bell ere he goes for a Boer.

You may break up some of our habits, In fact you may drill us full well, But there's no self-respecting old tramhorse would budge without hearing a bell.

Without this you might think we were shirkers—But you won't lay this charge at our door, If you give us a few tram-conductors to tinkle the charge at the Boer.

I'm afraid I don't look like a war-horse and I fear I'm a *methodist* born! I'm afraid that I'm three-quarters habit and that most of my fire has gone—There'll have to be some innovations in the fighting regime of our corps, But the Government still think me useful, so "Hurrah for a slap at the Boer!"

ADMIRAL DEWEY'S RECEPTION IN AMERICA.

Admiral Dewey was timed to arrive in New York on the morning of 28th September. Great preparations are being made for his reception. A remarkable piece of newspaper enterprise is the greeting the *New York World* has arranged for the Admiral. The *World* has sent telegrams of over thirty words each to fifteen American consuls, making a circuit of the world, asking them to telegraph some sentiment of over fifteen words regarding Dewey's arrival. The object of the sentiments being called for from fifteen consuls is to represent the fifteen guns in the Admiral's salute.

RIVAL STEAMSHIP LINES.

The "Man at the Bar" says:—We all travel by foreign lines now-a-days. So long as we pay for our own passages we naturally choose those lines which combine comfort, speed and economy in the highest degree. I think it is wrong in principle for a Colonial Governor to travel by a foreign line when his passage money comes out of the pockets of British subjects but even a Governor is human, and if he can save money and be more comfortable, it is not exactly surprising if he too chooses a foreign line.

The fact is people resent the conservatism of the P. & O. The extra cost of the ticket and the change at Colombo might be borne with did not people resent what they consider really vexatious the drinking for dinner—the early lights out—the high price of drinks—and the tip-me-or-be-damned-to-you air of the stewards.

No wonder the Germans are undermining British shipping all over the world. I hear on the N. D. L. boats the passengers find their interests studied all day long. For instance, a word to a steward produces all sorts of nice little cakes for afternoon tea, so passengers find quite a pleasure in giving each other little afternoon tea parties. *Malay Mail*.

INDIAN TELEGRAMS.

(From *Bombay Gazette*, Sept. 23rd.)

The Currency Act Passed.

SIMLA, September 15th. The Secretary of State has sanctioned the introduction of the Punjab Land Alienation Bill, and it will be brought into the Council in the middle of October next.

In moving for the postponement of the Kirk Sessions Bill, the Council, Mr. Raleigh said the measure had been accepted by all local Governments, but certain charges regarding the wording of the powers to be given to the Kirk Sessions have been suggested by the Bombay Government in a letter which only reached Simla yesterday, and with a view to the considering these fully it had been decided to postpone the consideration of the measure.

The Council reassembles on the 27th instant, that is two days after the Viceroy, who leaves for Baghi to-day, is expected back in Simla.

Typhoid Among Troops.

A report has been called for by Government on the prevalence of enteric fever amongst troops in India, and on the measures which have, from time to time been taken to combat the disease.

The Chitral Command.

Colonel Bruce, 10th Bengal Lancers, has been appointed to the Command in Chitral.

Military Appointments.

SIMLA, September 16th. We understand that Colonel Lake, and East Lancashire Regiment, Rawlley, is likely to succeed Colonel Wolfe-Murray as head of the Intelligence Department, while Captain Kenny, and Bombay Lancers, now Deputy Assistant Adjutant-General, Aden, will probably act for Major Mullaly in the same department.

The Assistant Adjutant-General at Meerut, on the other hand, is likely to go to Major Morimer, North Stafford Regiment, Jutogh, while Colonel Sinclair, Assistant Military Secretary to Sir George Luck, will probably become Assistant Adjutant-General, Alahabad.

Water Supply on the frontier.

Major Fifth Army Medical Corps, has reported on the results of a chemical and bacteriological examination of the water supplies of Hoti, Mandi, Poonch, and Kishtwar, Wam, Abbottabad, and Kohat, and the Assistant General Commanding the Forces in the Punjab has now under consideration the question of remedial measures.

Durand Football Tournament.

The first round of the Durand Football Tournament came off to-day. The Great Indian Peninsula Railway team were unlikely to be settled until after the return of Sir Arthur Trevor.

Winter Manoeuvres at Aden.

Manoeuvres inland have been sanctioned for the Aden Garrison Cavalry and infantry next winter.

Plague Statistics.

The plague-deaths in the week ending last Saturday were 4,422 against 4,357 in the previous seven days;—in Poona City 607, a reduction of 258; Belgaum District 619, an increase of 57; Satara District 416, an increase of 170; Kholapur State 635, an increase of 68. The figures for the rest of India show no appreciable change in mortality.

Why the Dum-Dum is Discarded.

SIMLA, September 19th. It is quite true that only Mark II ammunition is to be supplied for the use of the troops going to South Africa.

The idea seems to be that, as shooting of the Mark II bullet at long ranges is slightly better than that of the Dum-Dum, it is a more suitable missile for warfare with a civilised enemy, who differ from the savage warriors of our North-West Frontier in the absence of the liability to a fatal charge, which requires a bullet to give a great shock to "stop," the accuracy at long ranges being a matter of less importance.

Military News.

"C. B." FOR TWO OFFICERS.

SIMLA, September 19th. It is now settled that Lieut.-Colonel Lake, 2nd East Lancashire, whose appointment was already mentioned as probable, will officiate as head of the Intelligence Department, vice Colonel Wolfe-Murray, proceeded to South Africa.

Major Legge, 5th Hussars, will probably become Brigade-Major to the Inspector-General of Cavalry, for the ensuing winter, Major Edwards having proceeded to South Africa.

The insignia of the decoration of "C. B." has arrived for presentation to Colonel Keighley, Commissary-General, Punjab Command, and Veterinary Colonel Glover, Inspecting Veterinary Officer, Punjab.

Major Wilson, 2nd Royal Irish, is permitted to retire.

Rations for Native Troops.

SIMLA, September 20th.

The troops and followers in Chitral, Tochi, and Wam are to give six months' trial—from January to July next—to the improved scale of field service rations recommended by the committee which assembled at Mian Mir in February, 1897, with a view to ascertaining whether its introduction for the Native Army generally would be desirable.

Wounded Officers' Pensions.

A new scale of pensions for officers wounded in action has been sanctioned by the Secretary of State at half the rates laid down for those injured to the extent of the loss of a limb. This is to meet cases where the injury, though less than the loss of a limb, is certified to be very severe and likely to be permanent in its effects.

Such pensions will be granted temporarily in the first instance, renewable from year to year as for other grades of a sound pension, which will remain in force. Under the rules, which are now superseded an officer wounded to an extent nearly equivalent to the loss of a limb could only receive a gratuity not exceeding twelve months' pay of his appointment, though the effects of injury might be permanent.

Postal Arrangements for Natal.

SIMLA, September 21st.

It is notified that the mails for Natal will leave Bombay on 30th inst.; 14th, 28th and 31st proximo; 11th and 25th November; and on 2nd, 6th and 30th December.

Postal articles also will be despatched from time to time by private steamers, both from Bombay and Calcutta, as opportunity offers; dates being notified locally when known.

Trial of Pilot Skinner.

CALCUTTA, September 19th.

The trial of Skinner, Pilot of the *Scindia*, in connection with the recent wreck of the *Resolute*, ended to-day in framing of charges against him as follows:—"You, John Charles Norman Skinner, Senior Master Pilot, Bengal Pilot Service, on the 14th August, at noon, at Diamond Harbour Reach, being in pilotage charge of the steamer *Scindia*, did through unskillfulness, negligence, or other default allow the steamer *Scindia* to cause injury by collision to the *Resolute*, resulting in the loss of the steamer *Resolute*, and thereby committed offences under Clauses 1 and 2 of the Schedule of Offences under Section 17, Act 12 of 1859."

Disappearance of a European.

SECUNDERABAD, September 21st.

Considerable consternation is felt here at the sudden disappearance of Mr. C. Jansen, European Contractor, on the Hyderabad-Godavari Railway, on Monday. The police have telegraphed everywhere, but no trace of him has been discovered. He was shortly to be married to Miss Allen, daughter of Mr. Allen, Irrigation Engineer, Nizam Service, and late a Major in the British Army. Mrs. Allen reported his absence to the police. An eye witness declares that Mr. Jansen was seen riding near Falukanama.

Books for the Troops.

In addition to the subscriptions for the supply of books and games for the use of the troops on the voyage to Durban, already announced, we are informed that His Excellency the Viceroy has given Rs. 100 towards this object. At the end of the voyage the whole of the books, games, etc. will be handed over to hospitals.

An Extraordinary Story.

UMBALLA, September 18th. Major W. A. Scott the Second-in-Command of the 2nd Battalion, Gordon Highlanders is lost. The gallant officer proceeded on three months leave to Kashmir early in August, and is at present believed to be shooting ibex beyond Islamabad.

Immediately the battalion received its orders to mobilize a telegram was despatched to Major Scott, and it has been followed by several others, which are in the hands of runners searching for the lost Second-in-Command among the many valleys of Kashmir.

Hope is still entertained that intelligence may reach Major Scott before the battalion leaves Bombay. Should he miss the transport Major Henry Wright goes as Second-in-Command in his stead. *Morning Post*.

Taking over of G. I. P. Ry. by Government.

SIMLA, September 15th.

Arrangements for taking over the Great Indian Peninsula Railway are unlikely to be settled until after the return of Sir Arthur Trevor.

Plague Germs to be Transmitted by Medical Officers.

It is notified that Medical Officers alone may place cultures of plague germs from place to place, and then only under certain specified precautions.

Postal Arrangements for S. Africa.

It is understood that one or two European officials of the Postal Dept. will accompany the Transvaal Contingent in view of the arrangements for the delivery of letters from India.

Crop Report.

SITUATION SERIOUS IN THE PUNJAB AND RAJPUTANA.

SIMLA, September 15th.

Crop reports according to to-day's *Gazette* are gloomy regarding the famine-threatened area. In the Punjab the cattle are already suffering, and sugarcane and maize crops are being cut to feed them, while prices of foodgrains have gone up in places by as much as three seers per rupee; and 16,000 people are on relief works. In Rajputana agricultural operations have been generally relinquished. Crops on all but irrigated land have for the most part withered up, while cattle are badly off. The people are emigrating rapidly from the Western States, and the condition of Jaisalmer is described as "very bad." In Central India and the Central Provinces prices have again gone up and the distress in the latter, in particular is spreading. This, however, was anterior to the rain of the last few days, which has greatly relieved the situation in the Central Provinces and Central India. Elsewhere, Northern Bombay excepted, conditions have improved and the outlook is much more hopeful.

Durand Football Tournament.

SIMLA, September 19th.

The second match of the Durand Football Tournament came off to-day, when the Simla Volunteers beat the New Club B. Team by five goals to four after a fast game. The weather was fine and the attendance fair.

SIMLA, September 20th. The Durand Football Tournament, to-day, ended thus:—The North Staffords beat the Somersets by one goal to love.—The Somersets were quite over-matched and would have been beaten by more, but for the splendid saving by their goalkeeper.

At the Durand tournament, to-day, the Black Watch beat the New Club by two goals to love, being a great game, New Club frequently having the best of exchanges, but failing to score. The North Staffords are now favourites for the Cup.

Weather and Crop Report.

CALCUTTA, September 20th.

General rain has fallen in Bengal during the week ending 18th instant and has been very beneficial to the winter rice crops. The winter rice crop in all divisions except Orissa and Chota Nagpur are reported to be good. If there is good Hathia rain, crop in Behar will be very satisfactory. Reports from Orissa and Chota Nagpur are better, yet more rain is still required there before the West Burdwan Division. Harvesting of autumn crops is almost at an end. The cutting and steeping of jute is still going on. No important change in price of common rice is reported. Some cattle disease is prevalent in a few districts, and fodder everywhere is sufficient.

Plague and Mortality in Calcutta.

Tuesday's vital statistics show nine fresh cases of plague; no deaths. Nine deaths of previous dates were brought to light on that day, bringing the totals from 14th April, 1898, to 1946 seizures and 1790 deaths. There were fifty-nine deaths from all causes on Tuesday against the quinquennial average of fifty-two.

I. G. S. N. Co.'s Steamer "Curlew."

Last Tuesday at noon the twin-screw steamer *Curlew* was towed to the dockyard. It belongs to the I. G. S. N. Co., and was named *Curlew Commemorative*; the old steamer *Curlew*, which had given the company faithful service of over twenty-five years being broken up only a few months ago. The steamer was built by Messrs. William Denny and Brothers, Dumbarton, and shipped in pieces to Calcutta. The dimensions are 210 feet length over all, 33 feet beam, and 18 feet 6 inches depth of hold. She is the largest sea-going steamer built and engaged in Calcutta.

Plague in Poona.

POONA, September 15th.

There were 99 cases and 83 deaths recorded in the City to-day; the total mortality being 91. In Kasba 20 cases, 15 deaths; in Ravivar 10 cases; in Sadaseo 9 cases; in the Cantonment 7 cases, 3 deaths; in the Suburban area 3 cases, 1 death; in the District 13 cases, 54 deaths; in village Uriuli 15 Khondwa 10, Bandawali 9, Khandalla 9, Kirkee 5, Parvati 8, and Hadapar 7 cases.

Intimations.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAVA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

SOLE AGENTS FOR

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT

REASONABLE PRICES.

Hongkong, 14th May, 1896. [39]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the distinguished CLEMENT, HUMBER and GLADIATOR CO., LD. DUNLOP TYRES BICYCLES—PRICE, \$160.

A special reliable Watch made for this Climate. Quality A.....\$120

Quality B.....\$100

40, QUEEN'S ROAD, Watson's Building.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR VLADIVOSTOCK.

THE Company's Steamship

"PAKHOI," Captain Williams, will be despatched as above TO-MORROW, the 13th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th October, 1899. [1281a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"POSEIDON," Captain A. Leva, will leave for the above places on SATURDAY, the 14th instant, P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 7th October, 1899. [1282a]

THE OSAKA SHOSUN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU," Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 9th October, 1899. [1213a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS," Captain Gregory, will be despatched as above on TUESDAY, the 17th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th September, 1899. [1216a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched as above on FRIDAY, the 20th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

A.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th October, 1899. [1265a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE AND YOKOHAMA.

THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched as above on FRIDAY, the 20th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th October, 1899. [1277a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EASTERN," Captain Ellis, will be despatched as above on SATURDAY, the 21st instant, at P.M.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 11th October, 1899. [1292a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OANFA," J. A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 11th October, 1899. [1268a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES," Captain Palford, will be despatched on TUESDAY, the 31st October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th September, 1899. [1221a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR," Captain Barr, will be despatched as above on TUESDAY, the 14th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th October, 1899. [1285a]

Shipping.

STEAMERS.

FOR MANILA.

(Taking Cargo at through Rates for ILOILO and Cebu.)

THE Steamship

"VENUS," will be despatched as above TO-MORROW, the 13th instant, at Noon.

For Freight or Passage, apply to BRANDAO & Co., Agents.

Hongkong, 12th October, 1899. [1288a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARGYLL," will be despatched for the above port on or about the 25th instant, and will be followed by S.S. "JOHN SANDERSON" At Intervals S.S. "AFGHANISTAN".....) of 2 weeks.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 10th October, 1899. [1241a]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$30 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—13, PRAYA CENTRAL.

For full particulars &c., &c.,

Apply to

W. STUART HARRISON,

Manager.

Hongkong, 18th January, 1898. [135]

CARBOLINEUM-AMENARIUS USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LÜ GEN'S, FINESTMAN & Co. Hongkong, 17th September, 1896. [19]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT relying on the well known kindness of the Benevolent Friends of the Institution begs to APPEAL to their Charity for assistance on behalf of a poor destitute Woman, a native of Mauritius, with 4 children of tender age, that had been led to desert to the interior of China, where they have suffered very ill treatment, resolved to escape to this Colony, and came to the Convent in the most miserable and distressful condition craving a shelter.

It is more than a year that the Superioress has kept them under her care for want of means to send them back to Mauritius, but as the poor woman is longing to be once more amongst her own people and as there will be a steamer for Mauritius on the 14th instant, the Superioress fully hopes that her earnest petition will be kindly attended.

The Charity of the kind benefactors will certainly be amply rewarded by the Merciful Father of the abandoned.

Hongkong, 11th October, 1899.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

CHALLENGER, Amer. ship, Gould—Arnhold, Karberg & Co.

REVER, American ship, D. Whitmore—Standard Oil Co.

The Share Market.

LATEST QUOTATIONS. (October 12th.)

Banks.

Hongkong and Shanghai Banking Corporation—340 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary) 21 buyers.

The Bank of China & Japan, Ltd.—(Deferred)—45 buyers.

National Bank of China, Ltd.—\$261.

Do. —\$261.

Marine Insurance.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Ltd.—\$30.

Indo-China Steam Navigation Company, Ltd.—\$76.

China and Manila S.S. Co., Ltd.—\$90.

Douglas Steamship Co., Ltd.—\$48.

China Mutual S. N. Co., Ltd.—(Preference)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$90 buyers.

EXCHANGE.

Hongkong, 12th October.

ON LONDON, Telegraphic Transfer 1/10 1/2

Bank Bills, on demand 1/10 1/2

Credits, 4 months' sight 1/11 1/2

ON BERLIN, Telegraphic Transfer 1/11 1/2

ON PARIS, Bank Bills, on demand 1/11 1/2

ON NEW YORK, Bank Bills, on demand 1/11 1/2

ON BOMBAY, Telegraphic Transfer 1/11 1/2

ON SHANGHAI, Telegraphic Transfer 1/11 1/2

ON YOKOHAMA, T.T. 1/11 1/2

Sovereigns, Bank's Buying Rate 1/11 1/2

Gold Leaf 100 touch, per tael 1/11 1/2

Bar Silver 1/11 1/2

Dollars 3 per cent. prem.

VESSELS IN PORT.

Steamers.

AMARA, British steamer, 1705, C. J. Mattock, 30th Sept.—Samarang 20th Sept, Sugar.

BRECONSHIRE, British steamer, 3223, Elliott, 8th Oct.—Colombo 20th Sept, Ballast.

DIAMANTE, British steamer, 1254, G. A. Taylor, 6th Oct.—Manila 3rd Oct, General.

EMPEROR OF CHINA, British steamer, 3003, R. Archibald, R.N.R., 4th Oct.—Vancouver, B.C. 12th Sept, and Shanghai 1st Oct, Mails and General.

FORMOSA, British steamer, 671, J. Douglas, 11th Oct.—Tamsui 8th Oct, Amoy 9th, and Swatow 10th, General.—Douglas, Lapraik & Co.

HOHENZOLLERN, German steamer, 2039, H. Kirchner, 9th Oct.—Yokohama 29th Sept, Kobe 3rd Oct, and Nagasaki 5th, General.

KEONG WAH, British steamer, 1115, R. Unsing, 6th Oct.—Bangkok and Koh-si-chang 26th Sept, Rice and General.—Yuen Fat Hong.

KINSHU MARU, Japanese steamer, 2439, W. Brady, 6th Oct.—Shimonoseki and Oct, General.—Nippon Yusen Kaisha.

KUTSANG, British steamer, 1495, R. C. D. Bradley, 5th Oct.—Sourabaya 22nd Sept, and Panarock 24th, Sugar.—Jardine, Matheson & Co.

MAIDZURU MARU, Japanese steamer, 667, T. Ogata, 11th Oct.—Amoy and Swatow 10th Oct, General.—Mitsui Bussan Kaisha.

MARIE VALERIE, Austrian steamer, 2648, A. Fellner, 10th Oct.—4th Oct, General.—Sander, Wicler & Co.

NANSHAN, American steamer, 1344, Stovell, 26th Sept.—Manila 22nd Sept.

NIPPON MARU, Japanese steamer, 3302, J. F. Allen, 10th Oct.—San Francisco 12th Sept, and Shanghai 8th Oct, General.—P. & O. S. N. Co.

ON SANG, British steamer, 1787, J. Young, 7th Oct.—Saigon 1st Oct, Rice and Rice-Flour.—Jardine, Matheson & Co.

PETERBURG, German steamer, 1252, Necker, 8th Oct.—Samarang 22nd Sept, and Labuan 30th, General.—Lauts, Wegener & Co.

PROPONTIS, British str., 1390, W. Mackay, 5th Oct.—Saigon 30th Sept, Rice.—Heung Sing Steamship Co.

ROSETTA, British steamer, 2039, C. C. Talbot, R.N.R., 10th Oct.—Yokohama 3rd Oct, Mails and General.—P. & O. S. N. Co.

SUEVA, German steamer, 4129, Föbck, 14th Sept.—Swatow 13th Sept, General.—Siemssen & Co.

TAIFU, German steamer, 1065, Schuldt, 9th Oct.—Saigon 3rd Oct, Rice.—Meyer & Co.

TAI LEE, German steamer, 828, T. Calender, 5th Oct.—Hongkong 2nd October, Coal.—Meyer & Co.

Sailing Vessels.

CHALLENGER, American ship, 142, Gould, 12th Sept.—Manila 2nd Sept, Ballast.—Arnhold, Karberg & Co.

ETHA RICKMERS, German ship, 1754, Joh. Bencke, 22nd Sept.—Cardiff 13th May, Coal.—Arnhold, Karberg & Co.

GILO, German bark, 1324, Hemmer, 8th Oct.—New York 15th May, Kerosine Oil.—Standard Oil Co.

JOSEPHUS, American ship, 1547, P. Gilkey, 30th Aug.—New York 25th April, Case Oil.—Standard Oil Co.

LOTHARI, Italian bark, 759, C. Lewanger, 1st Oct.—Cebu 21st July, Iron.—Order.

MANUAL LAGUANO, American ship, 1649, C. V. Ballast, 7th Oct.—Shanghai 3rd October, Ballast.—Siemssen & Co.

MARY L. CUSHING, American bark, 1540, 1st Oct.—New York 16th May, Case Oil.—Order.

MAY FLINT, American ship, 3576, R. Banfield, 20th Sept.—New York 26th April, Case Oil.—Standard Oil Co.

RETRIEVER, British schooner, 96, Parker, 8th Sept.—Honolulu 16th July, Ballast.—Order.

REUCE, American ship, 1828, D. Whitmore, 3rd Oct.—New York 30th May, Case Oil.—Standard Oil Co.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons, 12 guns, 9,500 h.p., Captain Molas, at Port Arthur.

Alouet, Russian gunboat, 810 tons, 8 guns, 760 h.p., Captain Eliskis, at Vladivostok.

Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.

Dimitri Donstoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comd. Witloff, at Vladivostok.

Gaidar, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Vladivostok.

Grametitsky, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Arthur.

Koreyev, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriannikov, at Port Arthur.

Kryazev, Russian cruiser, 1,300 tons, 18 guns, 3,430 h.p., Capt. Zvinsky, at Singapore.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaloff, at Vladivostok.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Captain Tenriche, at Vladivostok.

Nayevskiy, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.

Ovany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Kopanoff, at Nagasaki.

Pamiat Azova, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenski, at Vladivostok.

Rostia, Russian armoured cruiser, 12,200 tons, Capt. Domogiroff, at Port Arthur.

Rurik, Russian flagship, 10,040 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Group, at Port Arthur.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostok.

Sissia, Russian battleship, 10,000 tons, 10 guns, 8,500 h.p., Capt. C. Parenayoff, at Port Arthur.

Sivotch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.

Vladimir Monomach, Russian cruiser, 6,000 tons, Prince Ouchtomsky, at Port Arthur.

Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Comd. Molchouky, at Vladivostok.

Vudnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulff, at Vladivostok.

Yakul, Russian gunboat, 16 guns, 890 h.p., at Vladivostok.

Zabinka, Russian cruiser, 1,330 tons, 20 guns, 2,000 h.p., Capt. Shkurff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 66 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Sueaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19 knots.

(1st and 2nd class.)

Fort, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Janichik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.

Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.

Novorossik, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podorossik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sisk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorlon, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Soolichina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.

Stirlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sirauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

Ussur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alerskoff.

† Flagship of Rear-Admiral F. V. Dubossloff.

† Flagship of Rear-Admiral Requinoff.

THE FRENCH SQUADRON.

Asple, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Jourmet, at Saigon.

Bayard, French flagship, 5,668 tons, 36 guns, 4,100 h.p., Capt. Joannit, at Yokohama.

JAPANESE MEN-OF-WAR.

Battleships.

Yashima, 1st class, 12,460 tons, 36 guns, 14,000 h.p., at Yokohama.

Fujii, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defense Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila.

Iwakushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Nagasaki.

Harakida, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Shimada.

Kongo, 2nd class, 2,550 tons, 15 guns, 2,031 h.p.

Hiyui, 2nd class, 2,550 tons, 15 guns, 2,031 h.p., at Kobe.

Heiyen, 2nd class, 2,550 tons, 15 guns, 2,400 h.p.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 22 guns, 15,500 h.p.

Chitose, protected cruiser, 1st class, 4,978 tons, 22 guns, 15,500 h.p.

Akashi, protected cruiser, 1st class, 2,800 tons, 20 guns, 8,500 h.p.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo.

Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Tachibana, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p.

Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p.

Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila.

Akitsuki, protected cruiser, 1st class, 3,150 tons, 26 guns, 8,500 h.p.

Suna, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p.

Idzumi, protected cruiser, 1st class, 2,950 tons, 24 guns, 6,080 h.p.

Saiyama, protected cruiser, 1st class, 2,300 tons, 15 guns, 4,800 h.p.

Akitushima, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons, 24 guns, 5,000 h.p.

Taka, 2nd class, 1,764 tons, 24 guns, 4,400 h.p.

Yayama, 3rd class, 1,600 tons, 10 guns, 5,630 h.p.

Tsukushi, 3rd class, 1,380 tons, 12 guns, 2,887 h.p.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p.

Katsuragi, 1,350 tons, 10 guns, 1,600 h.p.